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• *CATEGORICAL EXCLUSION/*

PROGRAMMATIC SECTION 4(f) EVALUATION

STPS 515-1(1)2

PLENTYWOOD - SOUTHWEST

(MANN ROAD)

SHERIDAN COUNTY, MONTANA

(CONTROL #2132)

by the

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION, REGION 8

and

Sheridan County, Montana

and the

State of Montana
Department of Transportation

April 28, 1994

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Date Due
Sept. 9, 1999

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CATEGORICAL EXCLUSION/
PROGRAMMATIC SECTION 4(f) EVALUATION

FOR

STPS 515-1(1)2

PLENTYWOOD - SOUTHWEST

C.N. 2132

This proposed project meets the provisions as a Categorical Exclusion under the provisions of 23 CFR 771.117 (d). This proposed action also qualifies as a Categorical Exclusion under ARM 18.2.261 (Sections 75-1-103 and 75-1-201, M.C.A.)

This action will neither individually nor cumulatively have any significant environmental impacts and is in accordance with the provisions of 23 CFR 771.117 (a). Therefore, the FHWA's concurrence is requested that this proposed project is properly classified as a Categorical Exclusion.

Submitted by:

Robert Friedrich Date May 2, 1994

Sheridan County and

Date 5/4/94

Montana Department of Transportation

Concur:

Date 5-25-94

Federal Highway Administration

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CATEGORICAL EXCLUSION

I. DESCRIPTION OF THE PROPOSED ACTION

The proposed action consists of the reconstruction of a portion of State Secondary Highway 515 (Mann Road) in Sheridan County, Montana. The proposed project, known as Plentywood Southwest, will begin at the intersection of Welliver Road at Station 500+00 (Milepost 7.2±) and extend northeasterly to the existing pavement at Station 758+00 (MP 2.2±). The total length of the project is 8.05 km (5.0 miles). The project location is shown on Figure 1 and the project vicinity and terminus are shown on Figure 2.

The proposed action will involve reconstruction of the existing gravel road to a new road with a paved surface of 7.92m (26 feet) in width. The pavement width will provide two 3.66m (12 - foot) driving lanes, with a 0.30m (1 foot) shoulder on each side of the roadway. The proposed typical section is shown on Figure 3.

The proposed alignment generally follows the existing highway corridor. The horizontal and vertical alignments would be adjusted to meet current design criteria. The horizontal alignment would be offset from the existing roadway (where feasible) to facilitate traffic on the existing alignment during construction of the proposed action.

From Station 500+00 at the intersection with Welliver Road to Station 537+00, the proposed alignment follows the existing centerline to provide continuity with the gravel road to the south. From Station 537+00 to Station 717+00, the alignment is shifted 15.24m (50 feet) left or right from the existing centerline. The shift is away from existing utilities.

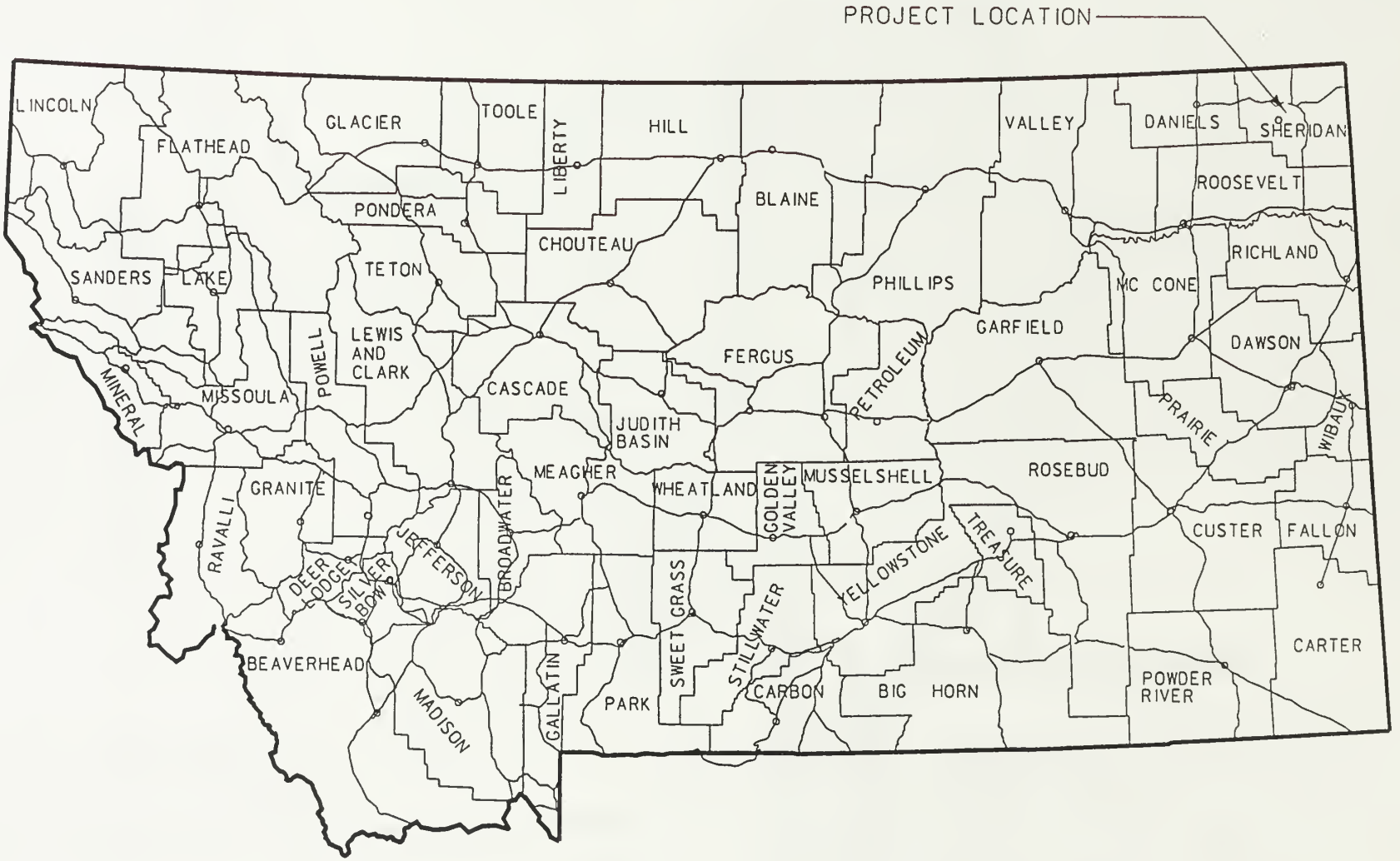
A design speed of 96.56 km/hr (60 MPH) will be utilized. The sharpest proposed horizontal curve is 4°45'. The steepest proposed grade is 2.48% percent. Desirable stopping sight distance is provided for the design speed throughout the project. All design parameters meet the 96.56 km/hr (60 MPH) design criteria.

Project improvements will include grading, drainage, surfacing, signing, pavement markings, utility relocations, and access improvements.

II. PURPOSE AND NEED

Plentywood - Southwest is on State Secondary Highway 515, which is a farm to market road. Secondary Route 515 is the primary link between the farms southwest of Plentywood, and the markets and transportation routes to markets available at Plentywood.

LOCATION MAP



STPS 515-1(1)2
PLENTYWOOD SOUTHWEST
MANN ROAD CN# 2132

FIGURE 1

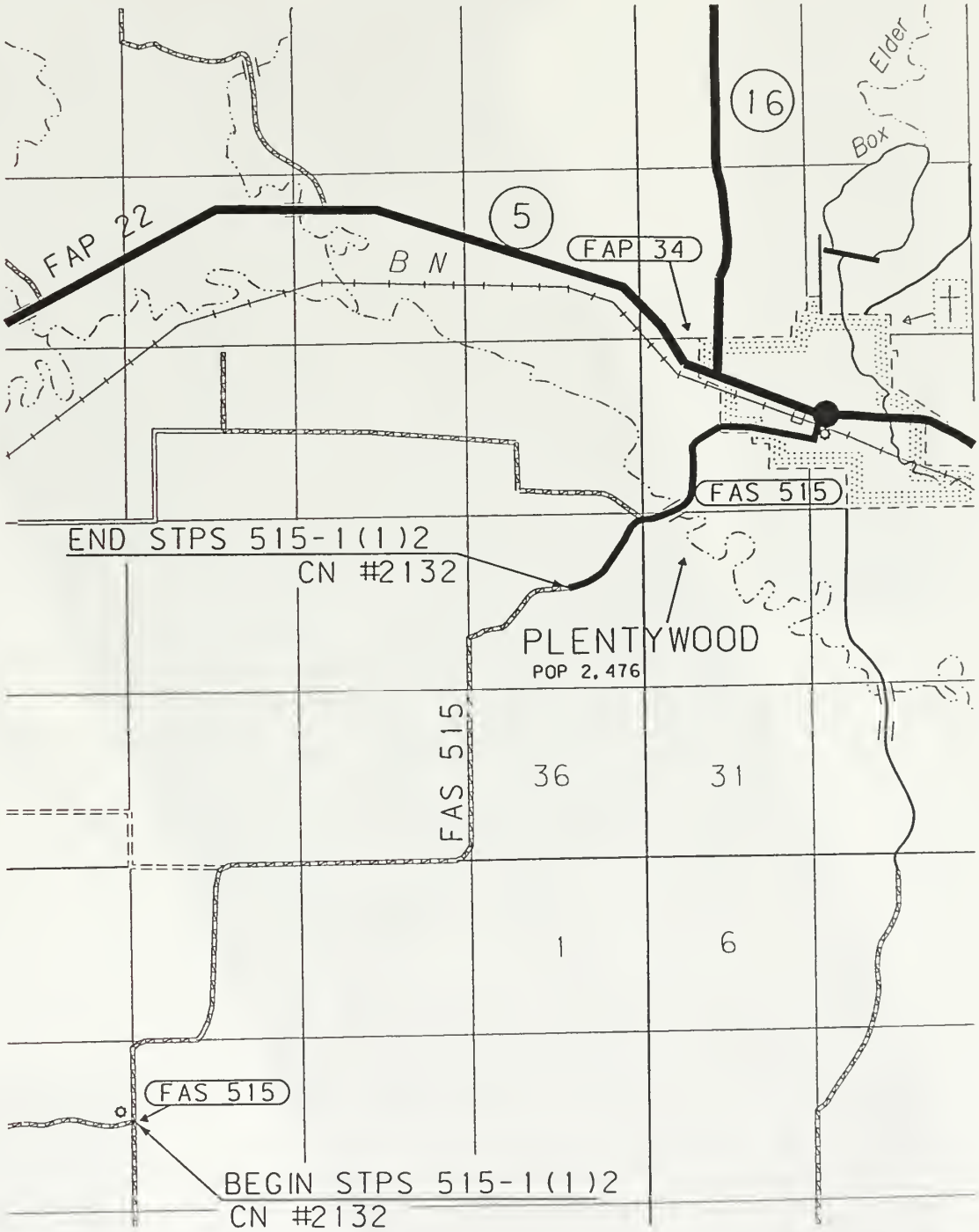
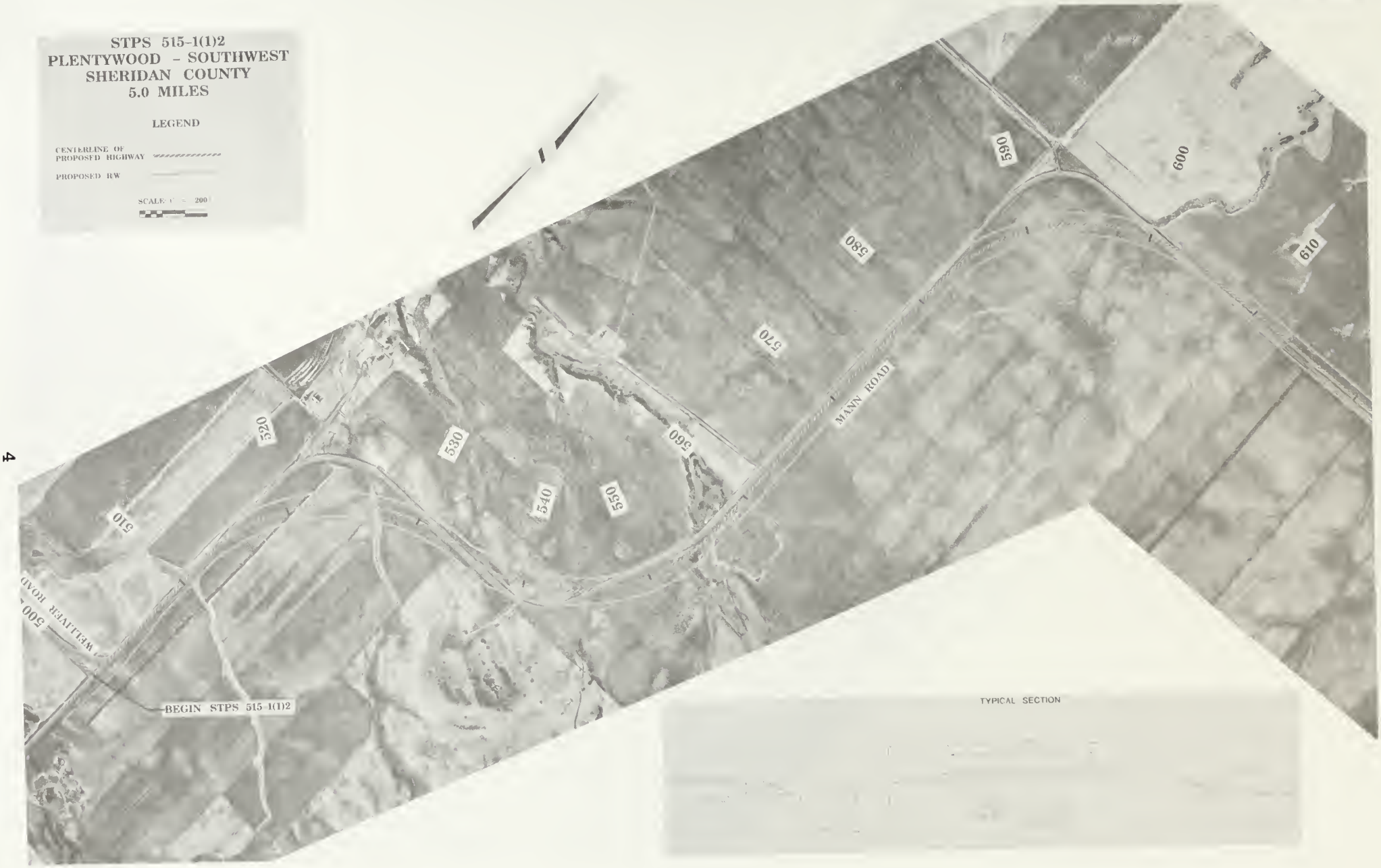


FIGURE 2

PLENTYWOOD-SOUTHWEST
PROJECT VICINITY AND TERMINUS MAP


STPS 515-1(1)2
PLENTYWOOD - SOUTHWEST
SHERIDAN COUNTY
5.0 MILES
LEGEND
CENTERLINE OF PROPOSED HIGHWAY
PROPOSED RW
SCALE 1" = 200'
510
520
530
540
550
560
570
580
590
600
610
MANN ROAD
WELLIVER ROAD
BEGIN STPS 515-1(1)2
TYPICAL SECTION

SHERIDAN COUNTY LANDFILL
END STPS 515-1(1)2
MANN ROAD
750
740
730
720
710
700
690
680
670
660
650
640
630
620

TYPICAL SECTION

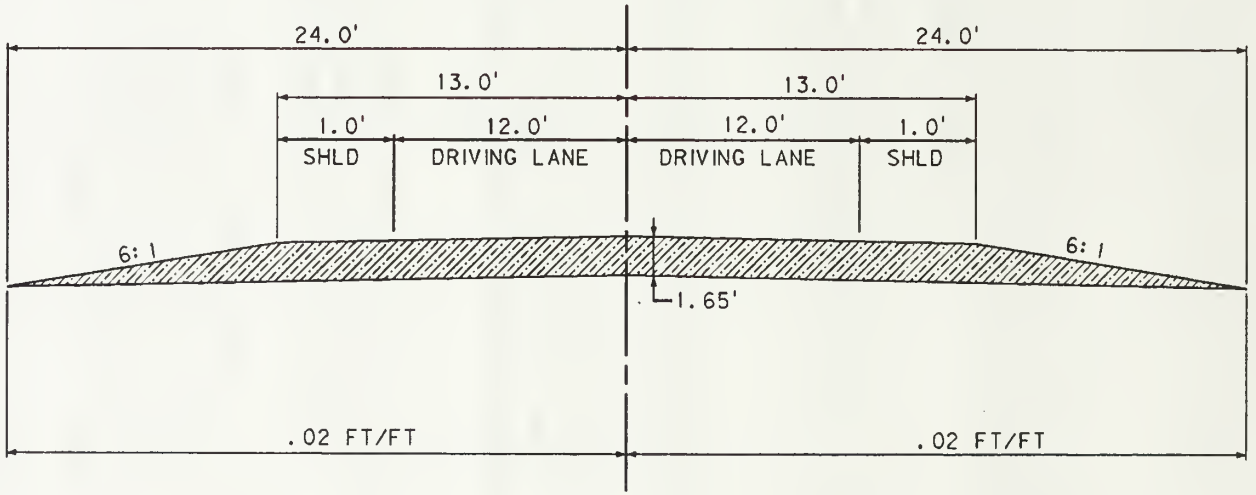


FIGURE 4

The primary objectives of the proposed action are:

- To reconstruct the existing gravel roadway to current secondary highway design standards, with a paved surface

- To provide a safe, efficient transportation corridor for the motoring public

The existing roadway was originally constructed as a gravel farm to market road with an average 7.32m (24 - foot) top width. The existing horizontal alignment does not meet the criteria for the proposed 96.56 km/hr (60 mph) design speed. The degree of curvature for the existing road vary from 7°00± to 10°00±. All of the existing horizontal curves are simple curves.

Spiral curves will be utilized on all proposed curves 1°30' or greater. The transition spirals provide a gradual change in curvature from a straight to a circular path. The gradual change reduces the tendency of a vehicle to deviate from the logical traffic lane and provides an added factor of safety.

A portion of the existing vertical alignment does not provide the minimum stopping sight distance for a 96.56 km/hr (60 mph) design speed. Examination of the field surveys indicates at least 8 crest vertical curves do not provide desirable minimum stopping sight distance.

Grades in excess of the current maximum design standard (5 percent) occur at five (5) locations on the project, with the maximum existing grade exceeding 7.5 percent.

Field inspection verifies that a majority of the cut and fill slopes do not meet current design standards. Slopes of 1½:1 were used in many areas. Slopes in excess of current design standards increase the potential for overturning accidents. The current design standards are:

Fill Slopes: 4:1 for fill heights from 0m (0 feet) to 3.05m (10 feet)
3:1 for fill heights from 3.05m (10 feet) to 9.14m (30 feet)
2:1 for fill heights over 9.14m (30 feet)

Cut Slopes: 5:1 for cut depths from 0m (0 feet) to 1.52m (5 feet)
4:1 for cut depths from 1.52m (5 feet) to 3.05m (10 feet)
3:1 for cut depths from 3.05m (10 feet) to 4.57m (15 feet)
2:1 for cut depths from 4.5m (15 feet) to 6.10m (20 feet)
1½:1 for cut depths over 6.10m (20 feet)

As this segment of road was recently added to the secondary system, only limited accident data is available. There have been no accidents since this project was placed on the secondary system in 1991. A review of accident records for Mann Road prior

to its being placed on the secondary system (1991) also indicated no recorded accidents within the proposed projects boundaries.

Current traffic projections for the proposed action are:

1994 ADT	=	120 (Present)	ADT - Average Daily Traffic
1995 ADT	=	120 (Letting Date)	DHV - Design Hour Volume
2015 ADT	=	180 (Design Year)	D - Percent of Directional Flow
DHV	=	30	T - Percent of Trucks in DHV
D	=	55-45%	EAL's - Equivalent Axle Loads
T	=	13.5%	
All Trucks	=	57.8%	
18 kip EALS	=	7.29 (daily)	

The minimum roadway width, using current design standards, when the DHV is less than 100 and the current ADT is less than 300 is 7.2m (24 feet). The existing roadway width is 7.32m (24 feet).

The above noted design deficiencies portray the need for the proposed action.

III. ALTERNATIVES

Two alternatives were originally considered; the "no build", and the proposed action.

The proposed action includes reconstructing the roadway with a 26 foot side paved surface, and with all of the existing curves being flattened to meet current design standards. The alignment of the proposed action generally follows the existing route corridor. Where feasible the proposed alignment is shifted from the existing centerline to minimize conflicts with existing improvements and facilitate traffic during construction.

The following is a listing of the centerline tangent locations for the proposed action and reason for selection of location.

- From Station 500+00 to Station 516+00, the alignment matches the existing centerline. This will provide continuity with the alignment south of this proposed project.

- Station 530+00 to 537+00. The proposed alignment matches the existing alignment. This is a short connecting tangent between two curves and provides the least impact.

- Station 560+00 to Station 585+00. The proposed alignment is shifted 12.19m (40 feet) east of the existing centerline. This avoids impacts to the

underground telephone lines west of the existing road and minimizes impacts to existing drainage channels near Station 557+00±.

- Station 603+00 to Station 656+00. The proposed alignment is shifted 15.24m (50 feet) north of the existing centerline to avoid impacts to the overhead power lines located south of the existing road. This location also minimizes impacts to the underground telephone located north of the existing road.

- Station 668+00 to Station 717+00. The proposed alignment is located 15.24m (50 feet) west of the existing centerline. This location allows traffic to utilize the existing road during construction and does not disturb the existing fence on the east side of the road.

- The remainder of the alignment eliminates the existing reverse curves and connects to the existing pavement adjacent to the county landfill.

The "no build" alternative implies no activities beyond continued routine maintenance of the existing facility. The "no-build" alternative would not satisfy the objectives of the proposed project. The "no-build" would leave the existing design deficiencies in place.

Although the "no build" alternative would not satisfy the objectives of the proposed action, it will serve as a basis for evaluation of the impacts of the other alternatives.

IV. ENVIRONMENTAL IMPACTS

INTRODUCTION

Using existing conditions as the baseline, impacts for the proposed alternative have been projected and evaluated. The comparison of the potential impacts provides an objective method to evaluate the proposed alternative.

Where possible, empirical data (data obtained from experience or facts gathered in project research) has been used to evaluate impacts. This is generally the case with direct impacts of the proposed roadway since such impacts are usually more apparent. However, indirect or secondary impacts (impacts related to factors other than the construction and presence of the roadway such as growth due to roadway improvements, land use changes, etc.) are often less obvious and more difficult to assess. Where possible, secondary impacts have been quantified and discussed in descriptive terms.

The following environmental impacts have been evaluated:

- Cultural Resources
- Land Use
- Recreation
- Transportation Facilities
- Utilities
- Relocations
- Social and economic impacts
- Visual
- Noise
- Air Quality
- Water Quality
- Wetlands
- Flood Hazards
- Fish and Wildlife
- Construction
- Hazardous Wastes

CULTURAL RESOURCES

The Inventory and Evaluation was conducted to insure compliance with Federal cultural resource legislation: the National Historic Preservation Act (Public Law 89-665, as amended); the National Environmental Policy Act of 1969 (Public Law, 91-190); the Department of Transportation Act of 1966 (Public Law, 89-670). A copy of the report is on file with the Montana Department of Transportation (MDT) in Helena, Montana, and the Sheridan County Commissioners, Plentywood, Montana. Three prehistoric and no historic sites were located and recorded in the project corridor. The initial investigation found one site that may be considered eligible for inclusion in the National Register of Historic Places. Additional testing of that site determined that the only feature was the hearth discovered in the initial investigation. A portion of the hearth site (24SH889) is lying within the proposed area of impact, but it has already been disturbed by cultivation and three previous roadbeds. (See addendum in Appendix B to the Cultural Resources Report dated 10/13/93). The additional testing concluded that the hearth site was not eligible for inclusion on the National Register of Historical Places. No cultural resources sites are impacted by this project. The no build alternative would not impact any cultural resources. In the attached letter (Appendix B) dated November 5, 1993, SHPO has concurred that the construction of this proposed project will have a "No Effect" on cultural resources. SHPO concluded that site 24SA890 was not eligible for inclusion in the National Register of Historic Places, and sites 24SA888, 24SH723 and 24SH682 were outside the area of potential impact.

LAND USE

Land use throughout the project, is primarily agriculture.

The only non-agricultural lands adjacent to the project are a county gravel storage area and the county landfill.

A phone conversation with the local Soil Conservation Service office confirmed that there are no prime or unique farmland or farmlands of statewide and local significance in the project corridor.

The agricultural land consists of small grain production, grazing and CRP (Conservation Reserve Program) acreage. None of the land is irrigated. A U.S. Farmland Conversion Impact Rating form has been completed to evaluate impacts to agricultural lands in the project corridor. The sum of the impact rating is 149. A total of 50 acres (20.2 ha) will be required for right of way on this proposed project. The construction will separate a 5 acre (.2 ha) parcel from the existing ownership and limit its use for grain production. A copy of the FPPA #AD-1006 form is enclosed in Appendix "B". 7CRF 658.4(c), Part 2 - Page 27725 of Vol 49 FR #130 --- States that "Sites receiving a total score of less than 160 be given a minimal level of consideration for protection and no additional sites be evaluated."

The "no build" alternate will have no affect on land use. The proposed alignment will have an affect by removing farm land from production. No Federally owned lands will be impacted by this proposed project.

Lands controlled by the Department of State Lands (Section 36, T35N, R54E) and an Indian Allotment (Section 3, T34N, R54E) belonging to the Turtle Mountain Tribe and administered by the Fort Peck Agency will be affected by the proposed alignment. Right of way easements will be required from both parcels for horizontal curve flattening. A total easement of 1.6 ha (4.01 acres) will be required for the Department of State Lands easement and 4.2 ha (10.48 acres) from the Indian Allotment.

The proposed alternate follows the existing highway corridor, but will require right-of-way for length of the project. No right of way (fee or easement) exists for the existing roadway. The County claims an 18.3m (60 foot), 9.15m (30 feet) each side of the existing centerline, easement by use for the existing roadway. New right of way purchases will begin at the edge of the easement by use. No right of way compensation will be made for the area claimed by the County as an easement by use. The proposed alignment's centerline will be shifted from the existing centerline. Right-of-way requirements will vary from 18.29m (60 feet) to 60.96m (200± feet). No relocation of homes or businesses is anticipated.

Total right of way required for the proposed action is 50 ± ha (122 ± acres) of which 12 ± ha (30 ± acres) is the easement by use and 38 ha (92 ± acres) is new right of way.

The proposed alternate will change land use by removing land from agricultural production from the large farm units along the project. The right of way taken will not alter overall land uses. Construction of this project will not affect housing or agricultural trends along the project corridor.

RECREATIONAL IMPACTS

No public or private recreational sites are located along the project corridor.

TRANSPORTATION FACILITIES

The area is currently served by an airport (at Plentywood), a railroad (the Burlington Northern/BN at Plentywood) and two primary highways. Montana Highway #5 runs east-west and Montana Highway #16 runs north-south through Plentywood (see Figure 1 and Figure 2). Montana Highway #16 has been included on the list of Highways of National Significance (NHS).

The proposed improvement will not generate a significant amount of additional traffic beyond the normal increase that would occur with the no-build alternate. This proposed project will not have any impact on the railroad, the airport or existing primary highways.

UTILITIES

Utilities currently located along or across the proposed project corridor include: telephone, electrical, and an oil products line. The various utility companies involved have all been consulted on the scope of the project. Coordination will be made to assure that any adjustments or upgrades of existing utilities are completed prior to roadway construction. This will allow minimal disruption of service to consumers. No long term permanent impacts to utility service will results from this project. In accordance with the USFWS request (letter of 3/17/93 in Appendix B) all power lines that are relocated will be raptor proofed.

The "no build" alternative would not have any impacts on existing utility services.

RELOCATION IMPACTS

No relocation impacts will result from construction of the proposed alignment.

SOCIAL AND ECONOMIC IMPACTS

The proposed action will not have any significant social or economic impacts. This project primarily involves upgrading the existing facility to modern standards; to improve safety; and to provide a roadway capable of adequately handling existing and projected traffic volumes.

The project will not adversely affect, except as noted below, any known minority group or neighborhood. Effects caused by construction are discussed later in this assessment.

Additional right of way easement is required from a tract of Indian owned lands belonging to the Turtle Mountain Tribe and administered by the Fort Peck Agency. Gross right of way required from the 64.75 ha (160 acre) tract is 4.24 ha (10.48 acres) of which 0.91 ha (2.25 acres) is "existing" right of way and 3.33 ha (8.22 acres) is new right of way. The land is currently leased to adjoining farmers and no dwellings are located on the parcel.

VISUAL IMPACTS

VISUAL ENVIRONMENT.

The land use within the project and regional area is mainly dryland farming (small grain production and grazing land). The landscape is rolling hills with virtually no native trees. Trees and shelter belts exist east of the existing roadway from Station 497+00 to Station 524+00.

The existing roadway has a 7.32m (24 foot) gravel surface. The existing vertical alignment closely follows the contour of the landscape. The existing horizontal alignment generally follows section lines, with sharp horizontal curves.

The proposed project would provide a 7.92m (26 foot) paved surface. The vertical alignment will flatten grades and minimize grade changes. The grade changes will result in cuts and fills of 3.05m (10 feet) to 4.88m (16 feet) at nine (9) locations.

VIEWERS

Viewer groups can be characterized by their exposure and sensitivity. Viewer exposure to a project consists of viewer location, the number of people in each group, and the duration of their view. Viewer sensitivity is the receptivity of different viewers to their visual environment and is strongly affected by viewer activities, expectations and preferences. The most sensitive viewer groups are then engaged in recreational activities, followed by those in residential areas. Motorists can be considered moderate in viewer sensitivity.

KEY VIEWS

Visually distinct units in the project include:

- Fields & Pastures
- Shelter Belt
- Farmsteads

IMPACTS

The following criteria was used to rate the impacts on the views for each alternative

High Impact - The proposed alternative would impact visually sensitive views. The locations may be deemed sensitive for their visual quality, uniqueness or cultural significance.

Moderate Impact - The proposed alternative would impact areas with a much lesser quality of view. Impacts may be substantial, but on relatively common views.

Low Impact - The proposed alternative would have only a minor or no impact on the existing views and viewers. No visually sensitive areas would be impacted.

- Fields & Pastures: The proposed alignment generally follows the existing alignment with changes for curve flattening and grade improvements.

  The view from the road would be virtually unchanged. Motorists would see the fields and pastures from slightly different view points.

  The view of the road would only change slightly. The new modern roadway may actually enhance the visual resources with a more graceful vertical and horizontal alignment.

  The impact on visual quality for this view would be low.

- Shelter Belt: The curve flattening for horizontal alignment would require removal of approximately 50+m (160 feet) of this shelter belt. The removal amounts to approximately 6 percent of the total shelter belt.

  The view from the road would change slightly as the proposed alignment would pass through the shelter belt. The existing alignment parallels the shelter belt.

The view of the road would also change slightly. The only viewer from the vantage point would probably be the farmer as he worked the field a couple of days per year.

The impact on visual quality would be moderate.

- Farmsteads: The proposed alignment generally follows the existing alignment with changes for curve flattening and grade improvements. The view from the road would be virtually unchanged. Motorists would see the three farmsteads from a slightly different viewpoint.

  The view of the road would only change slightly. The new modern roadway may actually enhance the visual resources with a more graceful vertical and horizontal alignment.

  The impact on visual quality for this view would be low.

SUMMARY OF IMPACTS

The following is a summary of the visual quality impacts:

VIEW POINT	NO BUILD	BUILD
Fields and Pastures	No Impact	Low
Shelter Belt	No Impact	Moderate
Farmsteads	No Impact	Low

The build alternative will alter the views along the project. The motorists will experience a different view of the surrounding area. Some of the views will offer the viewers increased visual quality with a more homogeneous setting and some of the views will degenerate in quality.

NOISE IMPACTS

No adverse traffic noise impacts exist for this project. Both the existing and the proposed centerline are located more than 182m (600 feet) from the nearest receptor.

Design year noise levels will not exceed the 23CFR772 Noise Abatement Criteria of Leq(h) = 67 dBA for Category B (schools, residences, churches, or public meeting facilities).

AIR QUALITY IMPACTS

This proposed project is located in an "unclassifiable"/ attainment area of Montana for air quality under 40 CFR 81.327 as amended. As such, this proposed project is not covered under the U.S. Environmental Protection Agency's **Final Rule** of November 24, 1993 on Air Quality conformity. Therefore, this proposed project complies with Section 176(c) of the *Clean Air Act* as amended **(42 U.S.C. 7521(a)).**

The State Air Quality Bureau was consulted about the potential impacts resulting from this project. Their response was that "air quality in this area is assumed to be in compliance with all state and federal ambient air quality standards. Therefore, the only air quality regulation which may apply is ARM 168.1401 which requires reasonable precautions to control fugitive dust for all construction site activities. In most cases, this can be accomplished with the use of water trucks in residential areas."

Construction of this project should have a long term beneficial impact on air quality. A paved road will have a long term beneficial affect of reducing dust problems caused by a gravel road. There would be a short term adverse impact resulting from construction activities, traffic delays and detours during construction. These adverse impacts will be minimized to the extent practical through proper construction practices and planning of detours and construction zones. The "no-build" alternative would do nothing to improve air quality, and air quality would deteriorate as the number of vehicles utilizing the road increases in the future.

WATER QUALITY IMPACTS

All work on this proposed project will be in accordance with Section 319 of the Water Quality Act of 1987 (P.L.100-4). The control of water pollution for both specific and non-point sources will also be maintained as described in Section 402 of the National Pollution Discharge and Environmental Systems (P.L. 92-500). This proposed project will also comply with the Montana Water Quality Act for Section 3(a) authorizations.

The Montana Pollutant Discharge Elimination System (MPDES) regulations (ARM 16.20.1314) require a storm water discharge permit for construction activity in which clearing, grading, and excavating will result in the disturbance of > 2.02 Hectares (> 5 acres) total or the disturbance of >0.40 Hectares (> 1 acre) if located within 30.48m (100 feet) of a surface water body. This project will comply with MPDES by utilizing the Interim MDT Standard Operating Procedures for Best Management Practices for Erosion Control and the MDT Standard Erosion Control Work Plan. The Erosion Control Plan will be prepared and submitted to the State Water Quality Bureau for approval.

A Federal Clean Water Act Section 404 Permit is required for any proposed project that will result in the discharge or placement of dredged or fill material into waters of the United States, including wetlands. Only drainages with intermittent flows are crossed by the proposed action. The U.S. Army Corps of Engineers will determine whether a "Nationwide" or Individual 404 Permit is required. This will be obtained before any relevant disturbance.

A Montana Stream Protection Act - 124 permit is required for any proposed project which may affect the natural existing shape and form of any stream or its banks or tributaries. The Act is administered by the Montana Department of Fish, Wildlife and Parks (MDFW&P) which will review the proposed project. No perennial stream crossings exist on this project, therefore, no permits are required for this project.

By complying with all required permits and construction practices, this project will have no adverse short or long term affect on water quality.

WETLAND IMPACTS

Executive Order 11990, "Protection of Wetlands", established a national policy to avoid, to the extent possible, the long and short term adverse impacts associated with the destruction or modifications of wetlands and to avoid direct or indirect support of new construction in wetlands wherever there is a practicable alternative.

A wetlands evaluation has been completed and submitted to the Interagency Wetlands Group for review. It is on file at the Helena offices of the Montana Department of Transportation and with the Sheridan County Commissioners. A copy of the Biological Resources Report Executive Summary is included in Appendix "C".

The wetlands evaluation concluded that there are no wetland involvements on this project.

FLOOD HAZARD IMPACTS

No Federal Emergency Management Agency delineated floodplains are located along the construction corridor for this project. No major drainages are crossed by this project. Impacts to the floodplain associated wetlands are discussed in the section covering Wetland Impacts.

The proposed project alignment crosses 14 drainages. Nine of the drainages are less than 26 ha (0.1 sq. mi.), and four are between 26 ha (0.1 sq. mi) and 78 ha (0.3 sq. mi.). The largest drainage is 300 ha (1.16 sq. mi.) in size. All of the drainages have intermittent flow during snow melt and precipitation events.

Drainage structures are being designed for a 25 year storm using the U.S.G.S. Water Resources Investigation Report 92-4048, "Analysis of the Magnitude and Frequency of Floods and the Peak-Flow Gaging Network in Montana".

FISH AND WILDLIFE IMPACTS

A Biological Resources Report has been completed for this project and is on file in the Helena office of the Montana Department of Transportation and the Sheridan County Commissioners. A copy of the report is included in Appendix "C".

The U.S. Fish and Wildlife Service (USFWS) has been consulted regarding the presence of threatened or endangered species in the project area. The USFWS has determined that four species on the Federally listed Endangered and Threatened Species occur or may occur within the project area. They are the black-footed ferret, bald eagle, peregrine falcon and piping plover.

Relocated power lines could result in electrocution hazards for the bald eagle and other perching birds, such as the peregrine falcon. To minimize this impact, all power lines that require modification or reconstruction as a result of this project will be raptor-proofed following the criteria and techniques outlines in the Raptor Research Report, No. 4, "Suggested Practices for Raptor Protection on Power Lines - The State of the Art in 1981".

The lack of any evidence of regular use of the area by any of the threatened or endangered species reported to use the area, conversations with MDFW&P biologists, correspondence with the USFWS, a field review, and the nature of the project leads to the conclusion that this project would not have a direct affect on these species, or critical habitat used by these species. A description of each of these species and their habitat is provided in the Biological Resources Report for this project. The report determined that the proposed action is a **"No Effect"**. The findings of this report regarding the proposed project effects on threatened and endangered species were submitted to the MDT's Resources and Permitting Section. The Resources and Permitting Section concurred with this determination.

The Montana Natural Heritage Program (MNHP) has no records of any rare, or sensitive plants in the vicinity of this proposed project. No rare or sensitive plant or animal species were found in the biological field review conducted in this area. Rare and sensitive plants are not likely to occur due to the extensive disturbance from farming. Therefore, this proposed project will have no impact on rare or sensitive plant or animal species.

No fisheries are located within or adjacent to this proposed project.

CONSTRUCTION IMPACTS

Construction related activities will result in some short term adverse impacts which cannot be avoided. The impacts will be temporary in nature and will only last for the duration of the construction activities.

Construction related impacts will include:

- emissions from asphalt and concrete plants and crushers
- dust and emissions from construction equipment activities
- increased noise levels from construction equipment
- inconvenience to roadway users from delays, detours, and temporary surfacing

These adverse impacts will be minimized to the extent practical through proper construction practices and planning of detours and construction zones. Air quality permits from the State Air Quality Bureau will be required for asphalt plants and crushers. Dust will be controlled by watering or other acceptable methods. A traffic control plan and construction plan will be developed to minimize inconvenience and impacts to motorists, and property owners during construction.

HAZARDOUS WASTES

The MDT conducted a hazardous waste inventory for the project corridor. The asbestos pile in the City/County landfill is clear from the construction limits of this project. There is no concern for encountering hazardous materials near the landfill boundary. The MDT Environmental and Hazardous Waste Bureau concluded that the Department will not be encountering any hazardous materials in the construction of this project.

V. COMMENTS AND COORDINATION

Coordination efforts were initiated by the engineering consultant on March 9, 1993, when a letter of intent was issued to federal, state and local agencies, and affected private organizations. Comments and information were requested which would be relevant to the project. Copies of the responses are included in Appendix "B".

In accordance with 23 CFR 771.111 (part d), the Montana Department of State Lands and the Fort Peck Agency were offered an opportunity to become a cooperating agency for this project.

The engineering consultant contacted landowners along the project the second week of January, 1993 to obtain right-of-entry permits and discuss project concerns.

A public informational meeting was held on April 12, 1994 to further solicit public input. Twenty-one (21) people attended the meeting. The two major landowners along the project were present. A number of people, who live south of the project terminus, were also present. A presentation was made by the consulting engineer, followed by a question and answer session. A majority of the people at the meeting supported the project.

VI. PROGRAMMATIC SECTION 4(f) EVALUATION

This Programmatic Section 4(f) Evaluation is part of the Categorical Exclusion for Plentywood Southwest (Mann Road). A programmatic section 4(f) evaluation is applicable on this project for the following reasons:

1. Only a minor amount of right of way is required.
2. The taking of the 4(f) land does not impair the use of the facility.
3. The 4(f) site is adjacent to the existing road facility.
4. Officials with jurisdiction over the property have agreed with assessment of impacts and mitigation.

Preliminary designs have been analyzed to the extent that right of way and construction easements will be required from the Commertown PPJV Wetland Development Project. (see Figure 5). The project is a joint project of the Montana Department of Fish, Wildlife and Parks; Ducks Unlimited; and the Ridenour Ranch.

General.

Section 4(f) of the 1966 U.S. Department of Transportation Act (49 U.S.C. 303) states that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and wildfowl refuges, and historic sites. Section 4(f) requirements are applicable if a proposed roadway project requires the use of any publicly owned land from a public park, recreation area, wildlife and waterfowl refuge of national, State or local significance or any land from an historical site of national, state, or local significance.

In addition, the requirements of Section 4(f) are stated in 23 CFR Subsection 771.135 as follows:

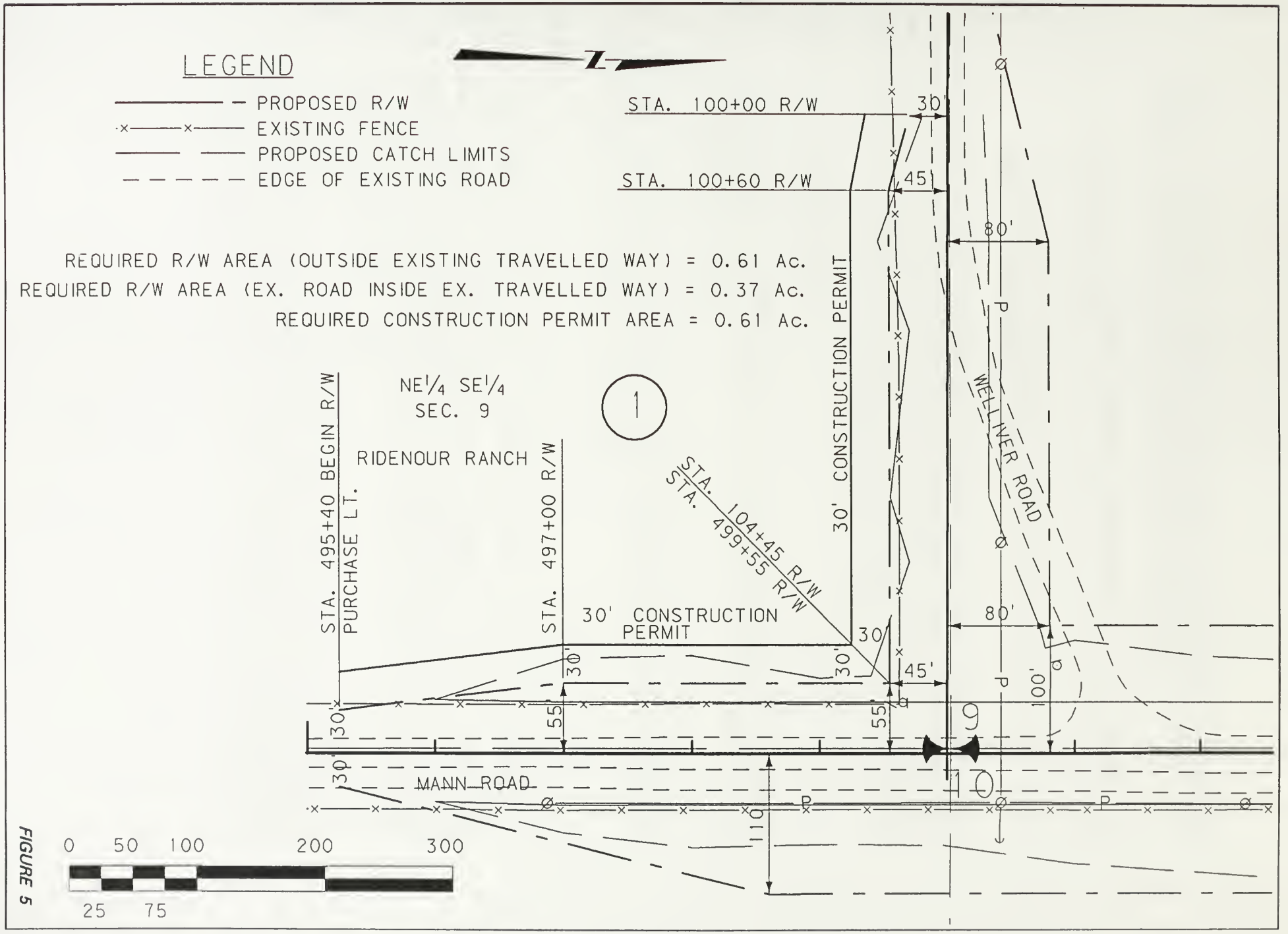

LEGEND
PROPOSED R/W
EXISTING FENCE
PROPOSED CATCH LIMITS
EDGE OF EXISTING ROAD
STA. 100+00 R/W
30'
STA. 100+60 R/W
45'
80'
REQUIRED R/W AREA (OUTSIDE EXISTING TRAVELLED WAY) = 0.61 Ac.
REQUIRED R/W AREA (EX. ROAD INSIDE EX. TRAVELLED WAY) = 0.37 Ac.
REQUIRED CONSTRUCTION PERMIT AREA = 0.61 Ac.
30' CONSTRUCTION PERMIT
WELLNER ROAD
NE1/4 SE1/4
SEC. 9
1
RIDENOUR RANCH
STA. 495+40 BEGIN R/W
PURCHASE LT.
STA. 497+00 R/W
STA. 104+45 R/W
STA. 499+55 R/W
30' CONSTRUCTION PERMIT
30'
45'
80'
100'
55'
MANN ROAD
110'
0 50 100 200 300
25 75

FIGURE 5

(a)(1) The administrator may not approve the use of land from a significant publicly owned park, recreation area or wildlife and waterfowl refuge or any significant historic site unless a determination is made that:

(i) There is no feasible and prudent alternative to the use of land from the property; and

(ii) The action includes all possible planning to minimize harm to the property resulting from such use.

The purpose of the following programmatic section 4(f) evaluation and accompanying writeup is to identify potentially affected properties, assess the impacts and demonstrate that the project complies with Section 4(f) requirements. The affected Commertown PPJV Wetland Development Project is located in Section 9, Township 34 North, Range 54 East, P.M.M., Sheridan County, Montana.

Description of Affected Lands.

The proposed project contains only one site (the Commertown PPJV Wetland Development Project) that is considered covered by Section 4(f). There are no cultural or archeological sites affected.

The Commertown PPJV Wetland Development Project is a joint effort of the Montana Department of Fish, Wildlife and Parks, Ducks Unlimited and the Ridenour Ranch to improve habitat for the Northern Pintail Duck.

Impacts

The required right of way from the Commertown project consist of the following:

1. The existing traveled way of Mann Road and Welliver Road. This includes the land from the existing centerline to the existing fence, 9.14m (30± feet) for a distance of 140±m (460± feet) southerly and 152m (500 feet) westerly from the intersection of Mann Road and Welliver Road. The area of existing road is .15 ha (0.37± acres).

2. A strip of land 140±m (460± feet) long and 7.6m (25 feet) in width adjacent to the fence along the westerly side of Mann Road and a strip of land 152±m (500± feet) long and 4.6m (15± feet) in width adjacent to the fence along the southerly side of Welliver Road. The area of the required right of way is 0.24 ha (0.61± acres).

The total right of way take is 0.15 ha (0.37 acres) presently used as roadway and 0.24 ha (0.61 ± acres) of new right of way. The total project area is greater than 1214 ha (3000 acres). The right of way take is less than 0.04% of the total area.

The land required for right of way is adjacent to the existing roads and are not directly involved in the wetland enhancement improvements. There are no facilities within this required land. No wetland improvement work is located within 610 ± m (2,000 feet) of the proposed right of way. No intended use of the site will be adversely impacted.

Mitigation

Areas of cut and fill will utilize flat slopes to minimize visual impacts of the transition from the roadway section to natural ground. This may be an improvement as the existing cut backslopes are steep, providing a sharp contract at the catch point. The actual right of way requirements will be minimized. This will be accomplished by purchasing the right of way to the point where a 2:1 slope (cut or fill) would catch. The remainder of the flat slope would be constructed on a construction easement. The new right of way fence will be placed at the new right of way line where the 2:1 slope would theoretically catch. All ground surfaces exposed during construction would be revegetated with native grass seed.

Compensation at fair market value will be provided for land required for right of way or disturbed by construction activities.

Alternatives

No reasonable or prudent alternatives area available which would avoid the 4(f) lands. The portion of road affecting the 4(f) lands in the connection from the proposed road to the existing road. Stopping the improvements prior to the 4(f) lands would not improve the intersection of Mann Road and Welliver Road. The existing intersection is a "Y" with no stop action. The proposed project would construct a "T" intersection with a stop action on Welliver Road.

Coordination

The consultant (Thomas, Dean & Hoskins), Sheridan County, the MDT and MDFW&P have discussed the impacts and mitigation for this proposed project. The MDFW&P has been contacted concerning the impacts and mitigation. All are in agreement with the proposed action, it therefore qualifies under the Programmatic 4(f) Evaluation for Minor Usage of Public Parks, Recreational Lands and Wildlife and Waterfowl Refugees.

MONTANA DIVISION
"NATIONWIDE" SECTION 4(f) EVALUATION FOR MINOR USAGE OF PUBLIC PARKS, RECREATION LANDS AND WILDLIFE AND WATERFOWL REFUGES

Project STPS 515-1(1)2 Date 4/15/94
Project Name Plentywood Southwest Mann Road Location Sheridan County

Any response in a box requires additional information. Consult the "Nationwide" 4(f) Evaluation criteria

		YES	NO
1)	Is the 4(f) site adjacent to the existing highway?	X	
2)	Does the amount and location of the proposed area impair the use of the remaining Section 4(f) lands for its intended purpose?		X
3)	Does the proposed project require more than a minor amount* of the Section 4(f) for right-of-way?		X
4)	Are there any proximity impacts which would impair the use of the 4(f) lands for their intended purpose (defined as "constructive use")?		X
5)	Have the officials with jurisdiction over the property agreed in writing with the assessment of impacts and proposed mitigation?	X	
6)	Have federal funds such as NL&WCF 6(f), been used in the acquisition of improvements of the 4(f) site?		X
	If yes, has the land conversion/transfer been coordinated with the appropriate federal agency, name _____		
	and are they in agreement?		
7)	Is the proposed action under an Environmental Impact Statement (EIS)?		X
8)	Is the proposed project on new location?		X

	YES	NO
9) The scope of work for the proposed project is one of the following following:	X	/ /

a) Improved traffic operations
b) Safety improvements
c) 3R
d) Bridge replacement on essentially the same alignment
e) Addition of lanes

*Note: MDOH defines a "minor amount" as being not more than 10% of a site under 10 acres in size; 1 acre of a site 10 to 100 acres in size; or 1% of a site greater than 100 acres in size.

Note: Any response in a box requires additional information. Consult the Nationwide 4(f) Evaluation criteria.

ALTERNATIVES CONSIDERED

	YES	NO
1) The "do nothing" alternative has been evaluated and is not considered to be feasible and prudent.	X	/ /
2) An alternative has been evaluated which improves the highway without any 4(f) impacts and it is also not considered to be feasible and prudent.	X	/ /
3) An alternative on a new location avoiding 4(f) site has been evaluated and is not considered to be feasible and prudent.	X	/ /

Descriptions of Alternates 2 and 3 are attached.

MINIMIZATION OF HARM

	YES	NO
1) The proposed project includes all possible planning to minimize harm.	X	
2) Measures to minimize harm include the following:		
a) Replacement of lands used with lands of reasonably equivalent usefulness and location, and of at least comparable value.		X
b) Replacement of facilities impacted including sidewalks, paths, benches, lights, trees, and other facilities.	X	

		YES	NO
c)	Restoration/landscaping of disturbed areas.	X	
d)	Special design features.	X	
e)	Payment of, or improvements to the remaining 4(f) lands equal in cost to the fair market value.	X	
f)	Improvements to the remaining 4(f) lands equal in cost to the fair market value.		X
g)	Other measures.		X

COORDINATION

		YES	NO
1)	The proposed project has been coordinated with the Federal, state, and/or local officials having jurisdiction over the 4(f) lands.	X	/ /
2)	In the case of non-federal 4(f) lands, the official with jurisdiction has been asked to identify any Federal encumbrances - and non exist.	X	/ /
3)	Coordination with the U.S. Army Corps of Engineers has been completed or a Section 404 Permit application (if applicable) is pending.	NA	/ /

SUMMARY AND APPROVAL

The proposed project meets all criteria under the "Nationwide Programmatic" Section 4(f) Evaluation approved on December 23, 1986 and is submitted pursuant to 49 U.S. C. 303.

All required alternatives have been evaluated and the findings made are clearly applicable to this project.

This Programmatic Evaluation includes all possible planning to minimize harm which will be incorporated in the project.

Gordon J. Stockstad

Date: 5/19/94

Gordon J. Stockstad, (Acting) ~~Chief~~
Environmental & ~~Hazardous~~ Waste Bureau

Approved: _____ Date: 5-23-94

for Division Administrator
Federal Highway Administrator

APPENDIX A

LIST OF PREPARERS

THOMAS, DEAN AND HOSKINS, INC.

JACK FISHER, P.E.

MONTANA DEPARTMENT OF TRANSPORTATION

DOUG MORGAN, P.E.
CONSULTANT DESIGN ENGINEER

GORDON J. STOCKSTAD - ACTING CHIEF
ENVIRONMENTAL & HAZARDOUS WASTE BUREAU

SHERIDAN COUNTY

DOUG SMITH
COUNTY PLANNER
BOB FRIEDRICH
GORDON KAMPEN
CHET HOLJE
COUNTY COMMISSIONERS

APPENDIX B

U.S. Department of Agriculture

FARMLAND CONVERSION IMPACT RATING

PART I *(To be completed by Federal Agency)*	Date of Land Evaluation Request 10/1/93
Name of Project Plentywood Southwest STPS 515-1(1)2	Federal Agency Involved USDOT - Federal Highway Administration
Proposed Land Use Highway Right-of-Way	County and State Sheridan, Montana
PART II *(To be completed by SCS)*	Date Request Received by SCS

Does the site contain prime, unique, statewide or local important farmland *(If no, the FPPA does not apply - do not complete additional parts of this form).* Yes ☐ No ☐		Acres Irrigated	Average Farm Size
Major Crop(s)	Farmable Land in Govt. Jurisdiction Acres %	Amount of Farmland As Defined in FPPA Acres %	
Name of Land Evaluation System Used	Name of Local Site Assessment System	Date Land Evaluation Returned By SCS	

PART III *(To be completed by Federal Agency)*	Alternative Site Rating			
	Site A	Site B	Site C	Site D
A. Total Acres To Be Converted Directly	50			
B. Total Acres To Be Converted Indirectly	5			
C. Total Acres In Site	50			
PART IV *(To be Completed by SCS)* Land Evaluation Information				
A. Total Acres Prime and Unique Farmland				
B. Total Acres Statewide and Local Important Farmland				
C. Percentage of Farmland in County of Local Govt. Unit to Be Converted				
D. Percentage of Farmland in Govt. Jurisdiction with Same or Higher Relative Value				
PART V *(To Be completed by SCS)* Land Evaluation Criterion Relative Value of Farmland To Be Converted *(Scale of 0 to 100 Points)*				

PART VI *(To be completed by Federal Agency)* Site Assessment Criteria (These criteria are explained in 7 CFR 658.5(b)	Maximum Points				
1. Areas of Nonurban Use	15	15			
2. Perimeter In Nonurban Use	10	10			
3. Percent Of Sire Being Farmed	20	10			
4. Protection Provided By State and Local Government	20	0			
5. Distance From Urban Builtup Area	(N/A)	0			
6. Distance To Urban Support Services	(N/A)	0			
7. Size Of Present Farm Unit Compared To Average	10	10			
8. Creation Of Nonfarmable Farmland	25	0			
9. Availability of Farm Support Services	5	4			
10. On-Farm Investments	20	0			
11. Effects of Conversion On Farm Support Services	25	0			
12. Compatibility With Existing Agricultural Use	10	00			
TOTAL SITE ASSESSMENT POINTS	160	49			
PART VII *(To be completed by Federal Agency)*					
Relative Value of Farmland *(From Part V)*	100	100			
Total Site Assessment *(From Part VI above or a local site assessment)*	160	49			
TOTAL POINTS *(Total of above 2 lines)*	260	149			

Site Selected:	Date of Selection:	Was A Local Site Assessment Used? Yes ☐ No ☒

Reason For Selection:

(See Instructions on Reverse Side)

Form AD 1005 (10-83)

MONTANA NATURAL HERITAGE PROGRAM
1515 East Sixth Avenue
P.O. Box 201800
Helena, Montana 59620-1800
(406) 444-3009

RECEIVED
THOMAS,DEAN & HOSKINS
MAR 17 1993
...wy. Stu... Municipal
JRF
Job No. 92 90

March 15, 1993

Jack Fisher
Thomas, Dean & Hoskins, Inc.
1200 Twenty-Fifty Street South
Great Falls, MT 59405

Dear Jack,

This is in response to your request for information on sensitive species near the planned reconstruction of a section of Secondary Route 515, southwest of Plentywood. I have checked our database for sensitive species locations near the legal descriptions provided in your letter of March 9. We currently have no recorded occurrences of sensitive species in this area.

Please remember that the results of a data search by the Montana Natural Heritage Program are not intended as a final statement on sensitive species within a given area, or as a substitute for on-site surveys needed for environmental assessments.

I hope this information is helpful to you. An invoice in enclosed for these services. Please call if you have any additional questions.

Sincerely,

Cory Craig
Assistant Data Manager

The Nature Conservancy and Montana State Library

State Historic Preservation Office
Montana Historical Society
Mailing Address: 225 North Roberts • Helena, MT 59620-9990
Office Address: 102 Broadway • Helena, MT • (406) 444-7715

RECEIVED
THOMAS,DEAN & HOSKINS
MAR 19 1993
Hwy. Struct. Municipal
JRF
Job No. 92 90

March 16, 1993

Jack R. Fisher
Thomas, Dean and Hoskins
1200 Twenty-Fifth Street South
Great Falls, MT 59405

RE: Plentywood Southwest - Mann Road 515-1(1)2

Dear Mr. Fisher:

The following sites are currently recorded in the designated search area for the above project:

24SH723	34N	54E	NW	9	Historic Farmstead
24SH682	34N	54E	NE	10	Prehistoric complex

We look forward to further consultation with the Department of Transportation for compliance with federal and state cultural resource protection laws on this undertaking.

Thank you for consulting with us.

Sincerely,

David Schwab
State Archaeologist

File:MDOT, Plentywood Southwest - Mann

United States Department of the Interior

OFFICE OF THE SECRETARY
Office of Environmental Affairs
Denver Federal Center, Building 56, Room 1003
P.O. Box 25007 (D-108)
Denver, Colorado 80225-0007

TAKE PRIDE IN AMERICA

March 12, 1993

Mr. Jack R. Fisher
Project Engineer
Thomas, Dean and Hoskins Inc.
1200 25th Street South
Great Falls, Montana 59405

Dear Mr. Fisher:

Thank you for your recent letter regarding the reconstruction of a section of Secondary Rt. 515, an existing gravel roadway, southwest of Plentywood, Montana.

We note that you have contacted the individual Interior Bureaus who may have concerns regarding this project. Their technical advice should serve to assist you in evaluating any adverse impacts that may arise.

The Department of the Interior will provide its comments when and if asked by the Department of Transportation to review their environmental documentation. If we can be of further help, please contact Barbara Schmalz or me at (303) 236-6900.

Sincerely

Robert F. Stewart
Regional Environmental Officer

RECEIVED
THOMAS, DEAN & HOSKINS
MAR 1 1993
Engr. Surveying Geological
JR12
Job No. 92 90

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ecological Services
Federal Building, U.S. Courthouse
301 South Park P. O. Drawer 10023
Helena, Montana 59626

IN REPLY REFER TO:
ES-61130-Billings
M.44-DOT (Informal)
Plentywood SW - Mann Road

March 17, 1993

RECEIVED
THOMAS DEAN & HOSKINS
MAR 18 1993
Hwy. Struct. Municipal
JRF
Job No. 92 80

Mr. Jack R. Fisher, P.E.
Thomas, Dean & Hoskins Inc.
Engineering Consultants
1200 Twenty-Fifth Street South
Great Falls, Montana 59406

Dear Mr. Fisher:

This responds to your March 9, 1993 letter concerning Montana Department of Transportation Project Plentywood Southwest - Mann Road STPS 515-1(1)2, Control No. 2132, which requested identification of the threatened and endangered species that should be considered in connection with this project. Your letter also requested other comments we may have.

The Federally-listed endangered and threatened species which occur or may occur within the project area are the bald eagle (Haliaeetus leucocephalus), peregrine falcon (Falco peregrinus), black-footed ferret (Mustela nigripes), and whooping crane (Grus americana. Pursuant to Section 7 of the Endangered Species Act of 1973 (ESA), as amended (16 U.S.C. 1531 et seq.), the Federal Highway Administration, as the responsible Federal agency, must determine if the proposed actions may affect these listed species and if so, initiate formal consultation with the Fish and Wildlife Service (Service). In order to determine if formal consultation is required, the Service recommends the responsible agency prepare a biological assessment for construction projects requiring an environmental impact statement (refer to Section 402.12, 50 CFR, Part 402, June 3, 1986), or an equivalent analysis for other projects, in accordance with Section 402.14, 50 CFR, part 402. We recommend that biological assessments include the following:

1. A description of the project,

2. A description of the specific area that may be affected by the action,

3. The current status, habitat use, and behavior of threatened and endangered species in the project area,

4. Discussion of the methods used to determine the information in Item 3,

5. An analysis of the affects of the action on listed species and proposed species and their habitats, including an analysis of any cumulative effects (see Section 402.02 50 CFR, Part 402),

6. Coordination/mitigation measures that will reduce/eliminate adverse impacts to threatened and endangered species,

7. The expected status of threatened and endangered species in the future (short and long term during and after project completion),

8. A determination of the project affects for listed species,

9. A determination of "is likely to jeopardize" or "is not likely to jeopardize" for proposed species, and

10. Documentation of the basis of all conclusions, such as the data considered, citation of literature and personal contacts used in developing the assessment.

If it is determined that the proposed project is likely to adversely affect any listed species, formal consultation should be initiated with this office.

Section 9 of ESA prohibits knowingly taking listed species, which includes harm, harassment, capture, or collection activities, except when specifically permitted by the U.S. Fish and Wildlife Service. Please also be apprised of the potential application of the Migratory Bird Treaty Act of 1918 (MBTA), as amended, 16 U.S.C. 703 et seq; and the Bald Eagle Protection Act of 1940 (BEPA), as amended, 16 U.S.C. 668 et seq; to your project. The MBTA does not require intent to "take" to be proven and does not allow for "take," except as permitted by regulations. Section 703 of the MBTA provides: "Unless and except as permitted by regulations...it shall be unlawful at any time, by any means or in any manner, to...take, capture, kill, or attempt to take, capture, or kill, possess... any migratory bird, or any part, nest, or eggs of any such bird...." The BEPA prohibits knowingly taking, or taking with wanton disregard for the consequences of such an activity, any bald or golden eagles or their body parts, nest, or eggs, which includes collection, molestation, disturbance, or killing activities.

While we do not foresee any substantive issues with the proposed project with regard to listed or other protected species, any power lines in the vicinity, if not properly constructed, could pose electrocution and line strike hazards to listed species and other migratory birds. To conserve any listed species and other migratory birds protected by Federal law, we urge that any power lines that may need to be modified or reconstructed as a result of the project be raptor-proofed following the criteria and techniques outlined in the Raptor Research Report No,. 4, "Suggested Practices for Raptor Protection on Power Lines - The State of the Art in

1981". A copy may be obtained from:

Jim Fitzpatrick, Treasurer
Raptor Research Foundation
Carpenter St. Croix Nature Center
12805 St. Croix Trail
Hastings, Minnesota 55033

The material accompanying your letter suggests there may be little potential for the project to adversely impact wetland habitats. However, we assume that a wetland inventory and impact assessment has or will be completed in accordance with the 1992, "Interagency Memorandum of Understanding for the Conservation of Wetland Resources Associated with Highway Construction Projects in the State of Montana". We urge completion of any needed wetland mitigation in full accordance with that Memorandum of Understanding.

We appreciate your efforts to consider and conserve fish and wildlife resources, including threatened and endangered species. If you have questions regarding this letter, please contact Mr. Steve Oddan of my staff at (406) 657-6750.

Sincerely,

Donald Galaushi
for Dale R. Harms
State Supervisor
Montana State Office

STO/jf

PLENTY.LTR

cc: Suboffice Coordinator, USFWS, Ecological Services (Billings, MT)

IN REPLY REFER TO:
TURTLE MOUNTAIN, CODE 350

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF INDIAN AFFAIRS

P. O. BOX 637
FORT PECK AGENCY
POPLAR, MONTANA 59255

RECEIVED
THOMAS, DEAN & HOSKINS
MAR 19 1993
Hwy. Struc. Municipal
JRF
Job No. 92 90

March 18, 1993

Thomas, Dean and Hoskins, Inc.
Mr. Jack R. Fisher, P. E.
1200 Twenty-Fifth Street South
Great Falls, Montana 59405

Re: Plentywood - Southwest - Mann Road

Dear Mr. Fisher:

This is with regards to your correspondence dated February 10th and March 9th concerning some input on identification and evaluation of the economic and social impacts of the project. We are assured that the list of individuals attached to your March 9th letter will take care of this.

We are enclosing an application, consent forms and the list of heirs and their addresses with regards to the ownership of the trust property that this project will cross over.

Cynthia Plante, 231 N 3rd St. #C, Stillwater, MN 55082
Spencer Plante, 523 Rapid Falls Dr., Brandon, FL 33511
David Plante, 1108 S. 5th Street, Stillwater, MN 55082
Elizabeth Williams, 482 Michigan #B, St. Paul, MN 55102

Please advise, whenever the right-of-way across the property is requested, the amount of farmland and pasture lands that will be taken so this office will be able to modify the lease which is held by a Mr. Richards McCarty, 214 N. Poplar, Plentywood, Montana 59254.

This office will require an application, consent signed by the landowners, a map of the definite location of the road and any damaged paid into this office with regards to the trust portion of this easement described as the S1/2S1/2 Sec. 3, T. 34 N., R. 54 E., Principal Meridian, Montana, containing 160.00 acres, more or less being the Allotment of Alfred R. Plante, deceased 304-AO2348.

Sincerely,

Agnes R. Moran

Realty Specialist

United States
Department of
Agriculture

Soil
Conservation
Service

Federal Building, Room 443
10 East Babcock Street
Bozeman, MT 59715

March 23, 1993

Jack R. Fisher, P.E.
Project Engineer
Thomas, Dean & Hoskins, Inc.
Engineering Consultants
1200 Twenty-Fifth Street South
Great Falls, Montana 59405

Dear Mr. Fisher:

Thank you for the opportunity to comment on the Sheridan County proposal to reconstruct a section of Secondary Route 515 southwest of Plentywood, Montana.

Soil Conservation Service's primary concern about this proposal involves the potential for impacts to wetlands. Since the roadway will be widened and curves flattened out, there is a possibility for wetlands to be impacted.

We encourage you to consult with the U.S. Fish and Wildlife Service and the SCS Plentywood Field Office to determine if wetlands occur within the project area. Mitigation will be necessary if any wetland losses will occur as a result of the proposed reconstruction.

Please contact Monica Friedrich, District Conservationist, SCS Plentywood Field Office at 765-1801 for resource information related to this proposal.

Thank you.

Sincerely,

Robert J. Jackson
ACTING

RICHARD J. COOBY
State Conservationist

cc:
Peter Husby, State Biologist, SCS, Bozeman
Dave Heilig, ASTC--(Technology), SCS, Bozeman

DEPARTMENT OF NATURAL RESOURCES
AND CONSERVATION

MARC RACICOT, GOVERNOR

LEE METCALF BUILDING
1520 EAST SIXTH AVENUE

STATE OF MONTANA

DIRECTOR'S OFFICE (406) 444-6699
TELEFAX NUMBER (406) 444-6721

PO BOX 202301
HELENA, MONTANA 59620-2301

March 26, 1993

Mr. Jack R. Fisher, P.E.
Thomas, Dean & Hoskins, Inc.
1200 25th St. South
Great Falls, MT 59405

Re: Plentywood - Southwest - Mann Road
STPS 515-1(1)2
CN#2132

Dear Mr. Fisher:

You recently invited comments pertaining to the referenced project. The Department of Natural Resources and Conservation has these concerns.

First, there are no designated floodplains involved but we recommend that culverts and bridges be designed to convey any 100-year flow of water.

Second, if the contractor uses surface water or over 35 gallons per minute or 10 acre-feet of ground water for dust control or some other construction-related purpose, a temporary water use permit must be obtained. For information about application forms and procedures, contact the DNRC Water Resources Regional Office, P.O. Box 1269, Glasgow, MT 59230 (phone 228-2561).

Third, if this project affects irrigation facilities, care should be taken during construction not to interfere with existing water rights and any facilities that may be involved should be maintained or replaced. Our Glasgow Regional Office can provide information on any water rights that may be affected.

Thank you for the opportunity to comment.

Sincerely,

Jim Bond
Information Officer/
Citizen Advocate

copy: Karl Christians, Engineering Bureau
Ron Guse, Water Rights Bureau
Glasgow Water Resources Regional Office
Intergovernmental Review Clearinghouse
Preconstruction - Dept. of Transportation

DEPARTMENT OF THE ARMY
CORPS OF ENGINEERS, OMAHA DISTRICT
215 NORTH 17TH STREET
OMAHA, NEBRASKA 68102-4978

March 18, 1993

REPLY TO
ATTENTION OF

U.S. Army Corps of Engineers
1520 East Sixth Avenue
Helena, Montana 59620-2301
(406) 444-6670

RECEIVED
THOMAS, DEAN & HOSKINS
MAR 19 1993
Proj. Struct. Municipal
JRF
Job No. 92 90

Jack Fischer, P.E.
Thomas, Dean & Hoskins, Inc.
1200 Twenty-fifth Street South
Great Falls, Montana 59405

Dear Mr. Fischer:

Reference is made to your letters of March 9, 1993, on behalf of the Montana Department of Transportation, with a proposal to reconstruct a section of Secondary Rt. 515 southwest of Plentywood, Montana.

Under the authority of Section 404 of the Clean Water Act, Department of the Army permits are required for the discharge of dredged of fill material below the plane of ordinary high water mark of our nations rivers, streams, lakes or in wetlands. The data you have submitted indicates construction may be required within two drainages at least.

Please fill out the enclosed application and return to this office, along with a sketch or drawing of the proposed work for a determination if a Department of the Army permit may be required. It does appear that the scope of work will be minor and the proposed activity will likely qualify for a Nationwide Permit Number 23 (Categorical Exclusion).

If you have any questions, please let me know.

Sincerely,

for Larry G. Robson
Robert E. McInerney
State Supervisor
Helena Regulatory Office

Encl.

DEPARTMENT OF STATE LANDS
NORTHEASTERN LAND OFFICE

STATE OF MONTANA

(406) 538-7789
(406) 228-2430

613 N.E. MAIN
P.O. BOX 1021
LEWISTOWN, MONTANA 59457-1021

March 29, 1993

Glasgow Unit Office
RR 1-4212
Glasgow, MT 59230

Jack Fisher
Thomas, Dean & Hoskins Inc.
Engineering Consultants
1200 Twenty-Fifth St. S.
Great Falls, MT 59405
(406) 761-3010

RE: Rt 515 Reconstruction Project
Sec. 36 T35N R54E
Sheridan County

Mr. Fisher,

Thank you for speaking with me about the above referenced project. As you know, right-of-way is required for the state land involved. Attached is a copy of a plat provided with the original ROW application. You will notice that the 7.272 acres described on the plat are different from the land your project will involve.

Please keep this office posted as to the project start date and feel free to contact us should you need to.

Respectfully,

Bob Harrington
Glasgow Unit Manager

BH:jm

Enclosure

c: Craig Roberts, Area Manager, NELO
Marylee Norris, Supervisor, SUS

"AN EQUAL OPPORTUNITY EMPLOYER"

SECTION 36 T 35N R 54E

A tract of land in the South Half of the South Half of Section 36, Township 35 North, Range 54 East, Montana Principal Meridian, Sheridan County, Montana, more particularly described as follows:

~~A strip of land 60 feet wide, being the South 60 feet of said South Half of the South Half of said~~ Section 36, and extending parallel along the North of the South Section line 5280 feet distant, and containg 7.272 acres, more or less.

Right of Way No. 4 0 1

Application ALLOWED BY DIRECTION OF THE STATE BOARD OF LAND COMMISSIONERS

OCT 31 1951

40.00 A	40.00 A	40.00 A	40.00 A
1.818 R/W	1.818 R/W	1.818 R/W	1.818 R/W
38.182 A	38.182 A	38.182 A	38.182 A

Scale: 1 inch=800 feet.

RECEIVED
THOMAS, DEAN & HOSKINS
APR 5 1993

Hwy. Struct. Municipal

FEDERAL EMERGENCY MANAGEMENT AGENCY
REGION 8 FRC
BUILDING 710 DENVER FEDERAL CENTER
BOX 25267
DENVER , CO. 80225-0267

Fax Number: (303)235-4849

Verify Number: (303)235-4713 or 235-4935

Job No.

Natural and Technological Hazards Division
FAX TRANSMISSION with ___Pages following.

Message No.

DATE-TIME-GROUP	4-5-93
PRECEDENCE:	
IMMEDIATE:	✓
PRIORITY:	
ROUTINE:	
CLASSIFICATION:	

Authorized and Released by:

FROM:
NAME: Fred Mahler
OFFICE SYMBOL:
TELEPHONE NUMBER: (303)235-4835

TO:
NAME: Jack R. Fisher
AGENCY: Thomas, Dean & Hoskins Inc.
OFFICE:
TELEPHONE: (406)761-3010
FAX NO. (406)727-2872

for 9c 9c

REMARKS / INSTRUCTIONS /

Regarding your letter of March 9, 1993, concerning Plentywood Southwest Main Road, we have not identified Sheridan County as having any Special Flood Hazard Areas — no Flood Insurance Rate Map has been published for Sheridan County.

As flood hazard reduction resolutions are adopted and enforced locally, Sheridan County

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
Solid and Hazardous Waste Bureau
Underground Storage Tank Program
MARC RACICOT, GOVERNOR **(406) 444-5970** FAX # (406) 444-1499

STATE OF MONTANA

OFFICE LOCATION 836 Front Street Helena, Montana
MAILING ADDRESS: Cogswell Building Helena, MT 59620

May 19, 1993

Jack Fisher
Thomas, Dean and Hoskins Inc.
1200 Twenty Fifth Street South
Great Falls, Montana 59405

Subject: Construction of Secondary Route 515, southwest of Plentywood.

Dear Mr. Fisher:

I have reviewed your letter dated March 9, 1993 concerning the reconstruction of Route 515 southwest of Plentywood. The Underground Storage Tank Program has no listing of leaking underground storage tanks in the vicinity of the proposed road construction area.

Please call if you have any further questions.

Sincerely,

Gregory S. Vandeberg
Environmental Specialist

GSV.696 (PLNTMDT.LET)

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
WATER QUALITY BUREAU

Room A-206
COGSWELL BUILDING
1400 BROADWAY

STATE OF MONTANA

FAX (406) 444-1374
Phone # (406) 444-2406

PO BOX 200901
HELENA, MONTANA 59620-0901

March 11, 1993

RECEIVED
THOMAS, DEAN & HOSKINS
MAR 12 1993
Hwy. Street, Municipal
Job No. 92 20

Jack R. Fisher, P. E.
Project Engineer
Thomas, Dean & Hoskins, Inc.
1200 Twenty Fifth Street South
Great Falls, MT 59405

Dear Mr. Fisher:

RE: Plentywood Southwest Mann Road
STPS 515-1(1)2 CN#2132

Dear Mr. Fisher:

It appears this project will require a storm water discharge permit which addresses best management practices to control the quality of the runoff from the construction area.

An erosion control plan should be submitted to this bureau along with the application after the plans and specs are ready. If you have any questions, please contact Ms Roxann Lincoln at this office (444-2406).

Sincerely yours,

Frederick C. Shewman

Frederick C. Shewman, P.E., Supervisor
Permits Section
Water Quality Bureau
Environmental Sciences Division

FCS:dd/1322.S

DEPARTMENT OF
HEALTH AND ENVIRONMENTAL SCIENCES
AIR QUALITY BUREAU

COGSWELL BUILDING
1400 BROADWAY

STATE OF MONTANA

(406) 444-3454
FAX (406) 444-1374

PO BOX 200901
HELENA, MONTANA 59620-0901

RECEIVED
THOMAS,DEAN & HOSKINS

MAR 17 1993

Hwy. Struct. Municipal
JRP

Job No. 92 90

March 15, 1993

Mr. Jack Fisher
Thomas, Dean, and Hoskins Inc.
1200 Twenty Fifth Street South
Great Falls, MT 59405

Dear Mr. Fisher:

This is a response to your letter of March 9th, 1993 regarding the improvement project for secondary route 515 southwest of Plentywood. The air quality of this area is assumed to be in compliance with all state and federal ambient air quality standards. Therefore, the only air quality regulation which may apply is ARM 16.8.1401 which requires reasonable precautions to control fugitive dust for all construction site activities. In most cases this can be accomplished with the use of water trucks in residential areas.

Gravel crushers and asphalt plants must receive a permit from this office prior to operation in Montana.

Thank you for the opportunity to comment on this project.

Sincerely,

Warren Norton
Environmental Specialist

WN:tjl

PORTAL PIPE LINE COMPANY
P.O. Drawer "L" • Minot, N. Dak. 58702 • Phone 701/852-1087 • Fax 701/852-0666

March 12, 1993

RECEIVED
THOMAS, DEAN & HOSKINS
MAR 15 1993
Hwy. Street, Municipal
JRF
Job No. 92 90

Jack R. Fisher, P.E.
Project Engineer
Thomas, Dean & Hoskins Inc.
1200 25th Street South
Great Falls, MT 59405

RE: Plentywood - Southwest - Mann Road
STPS 515-1(1)2
CN#2132

Dear Mr. Fisher:

This letter is to inform you that Portal Pipe Line Company will cooperate in whatever means necessary, regarding our facilities, for the reconstruction of the above referenced project.

I am returning your project location map where we have shown the pipeline route and the above ground valve. If it becomes necessary to re-locate the valve site a cost estimate will be forwarded to you upon your request.

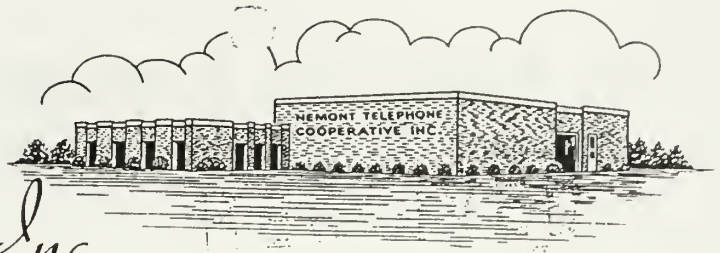
Sincerely,

W. Thompson

Walter Thompson, Jr.

WET:wa
Attachments

NEMONT
Telephone Cooperative, Inc.



JR -

1 1993

JR12

92 90

March 15, 1993

Thomas, Dean & Hoskins, Inc.
Engineering Consultants
1200 Twenty-Fifth Street South
Great Falls, MT 59405

Dear Jack Fisher:

In regard to your proposed project, Plentywood-Southwest-Mann Road STPS 515-1(1)2 CN#2132, we do have telephone cable approximately 125 feet from the center of the road most of the way. We also have some lines that cross the road, so we will have to fix them.

I would like to meet with you sometime at the proposed job and we can tell what we will have to do. Please let me know when you plan to be in the area and I will try to meet with you.

If you need anything else, you can call me at 406-783-5654.

Thank you.

Sincerely,

Larry

Larry Mahler
Plant Manager

HIGHWAY 13 SO. • PO BOX 600 • PHONE: (406) 783-5654
SCOBEY, MONTANA 59263 • FAX: (406) 783-5274

THOMAS, DEAN & HOSKINS INC.
ENGINEERING CONSULTANTS
1200 Twenty-Fifth Street South • Great Falls, Montana 59405 • (406) 761-3010 • FAX (406) 727-2872

February 10, 1993

RE: Plentywood Southwest - Mann Road STPS 515-1(1)2 CN 2132

Mr. Bob Harrington, Unit Manager
Glasgow Unit - DSL
RR 1 - 4212
Glasgow, MT 59230

Sheridan County, in cooperation with the Montana Department of Transportation, has retained Thomas, Dean & Hoskins to develop a project to reconstruct a section of Secondary Rt. 515 southwest of Plentywood. Section 36, Township 35 North, Range 54 East, P.M.M. is State of Montana land.

We are requesting input from your agency relative to this proposed highway project to assist in preparation of the environmental document.

Attached is a preliminary Field Review Report describing the project and two copies of the translites showing the proposed project location.

In accordance with 23 CFR 771, we are offering you an opportunity to become a cooperating agency for this project.

Your statement on this matter will allow us to initiate, if necessary, further interagency coordination to avoid or minimize potential project impacts. If we do not receive your reply within 30 calendar days, we will assume your agency has no comments concerning this project.

If you have any questions, please contact our office at 761-3010.

Sincerely,

THOMAS, DEAN & HOSKINS, INC.

Jack R. Fisher

Jack R. Fisher, P.E.
Project Engineer

JRF:jb
Enc.

THOMAS, DEAN & HOSKINS INC.
ENGINEERING CONSULTANTS
1200 Twenty-Fifth Street South • Great Falls, Montana 59405 • (406) 761-3010 • FAX (406) 727-2872

February 10, 1993

RE: Plentywood Southwest - Mann Road STPS 515-1(1)2 CN 2132

Mr. Wyman Babby, Superintendent
BIA
Fort Peck Agency
P.O. Box 637
Poplar, MT 59255

Sheridan County, in cooperation with the Montana Department of Transportation, has retained Thomas, Dean & Hoskins to develop a project to reconstruct a section of Secondary Rt. 515 southwest of Plentywood. Portions of Section 3, Township 34 North, Range 54 East, P.M.M. are Indian Allotment lands.

We are requesting input from your agency relative to this proposed highway project to assist in preparation of the environmental document.

Attached is a preliminary Field Review Report describing the project and two copies of the translites showing the proposed project location.

In accordance with 23 CFR 771, we are offering you an opportunity to become a cooperating agency for this project.

Your statement on this matter will allow us to initiate, if necessary, further interagency coordination to avoid or minimize potential project impacts. If we do not receive your reply within 30 calendar days, we will assume your agency has no comments concerning this project.

If you have any questions, please contact Thomas, Dean & Hoskins, Inc. at 761-3010.

Sincerely,

THOMAS, DEAN & HOSKINS, INC.

Jack R. Fisher

Jack R. Fisher, P.E.
Project Engineer

JRF:jb
Enc.

Montana Department of Fish, Wildlife & Parks

1420 East Sixth Avenue
Helena, Montana 59620

JUN 4 1993

JRP

Job No.

June 1, 1993

Mr. Jack R. Fisher, P.E.
Thomas, Dean & Hoskins Inc.
1200 25th St. South
Great Falls, MT 59405

Dear Mr. Fisher:

RE: Plentywood Southwest - Mann Road STPS 515-1(1)2 CN 2132

We have reviewed your above-mentioned proposed project for highway reconstruction on FAS 515 in Sheridan County.

The Northern Pintail Project is within your project boundaries. These lands have 4(f) usage as defined by Section 4(f) of the 1966 Department of Transportation Act. If you anticipate any impacts to our site as a result of your reconstruction project, please contact us so we can work with you to mitigate any problems.

The Northern Pintail Project area does not fall under 6(f) of the Land and Water Conservation Fund Act.

Please keep Gary Chambers, the acting regional supervisor of region 6, informed as this project develops.

If you need more information regarding the Northern Pintail Project area, please let us know. Thank you for the opportunity to comment. We appreciate your cooperation.

Sincerely,

Mary Ellen McDonald

MARY ELLEN MC DONALD
Administrative Officer
Operations Bureau
Parks Division

cc: Edrie Vinson, MT Dept. of Transportation
Gary Chambers, Acting Regional Supervisor R-6

Phone 6/9/93 - this response also covers response of Gretchen Olhetser

GCM SERVICES INC.

Post Office Box 3047 • (406) 723-4387 • Butte, Montana 59702

October 13, 1993

JRF

Jack Fisher
Thomas, Dean and Hoskins
1200 25th Street South
Great Falls, MT 59601

Re: Additional testing of site 24SH889, Plentywood Southwest STPP 515 - 1 (1) 2 project.

Dear Jack,

GCM Services has completed additional testing and evaluation of the Big Muddy Overlook Site (24SH889) on the Plentywood Southwest STPP 515 - 1 (1) 2 project. My conclusion is that the significant portion of the site lies outside of the area of proposed impact. This area includes the hearth feature remains located 3 meters south of datum (about 48 meters north of the existing centerline)

The portion of the site lying within the proposed area of impact has already been disturbed by cultivation and three previous roadbeds (see site map). This portion of the site does not contain contextual integrity sufficient to have the potential to provide information important to local prehistory. The proposed reconstruction will have no adverse effect on the site in my opinion. Enclosed are the results of the additional testing of 10-11-93, and an amended site map. These are presented in the form of an addendum to the original report. Please call if you have any questions.

Sincerely,

David M Ferguson

David Ferguson
Research Archaeologist

Montana Department of Fish, Wildlife & Parks

11 January, 1994

Mr. Jack Fisher
Thomas, Dean & Hoskins, Inc.
1200 Tenty-Fifth St. South
Great Falls, MT 59405

Plentywood SW
STPS 515-1(1)2
CN 2132

Mr. Fisher,

After our phone conversation 7 days ago, and after further consideration of your proposed road-intersection repair on the Welliver Road southwest of Plentywood, I see no potential impacts to the environmental community, other than the initial changes accompanied with any site disturbance (ie. possible erosion of the newly disturbed area, etc.). The only concern the Mt. Fish, Wildlife & Parks would have is the species and amounts of vegetation to be re-seeded after the project is completed. I would appreciate information on this topic as it is available.

Thank you for considering the MDFW & P input.

Sincerely,

Shawn

Shawn R. Bayless
Mt. Dep't of Fish, Wildlife & Parks
313 South Jackson
Plentywood, MT 59254
765-1340

RECEIVED
THOMAS, DEAN & HOSKINS
JAN 13 1994
Hwy. Struct. Municipal
JRF
Job No.

Montana Department of Fish, Wildlife & Parks

May 12, 1994

Jack Fisher
Thomas, Dean and Hoskins
1200 25th Street South
Great Falls, MT 59405

The Montana Department of Fish Wildlife and Parks agrees to the mitigation described in categorical exclusion and as stated in our letter dated 11 January 1994 concerning road project (Plentywood Southwest Ridenour Ranch). As long as concerns addressed in that letter are considered (specifically seeding of disturbed sites, etc), we concur that the nationwide section 4(f) evaluation is appropriate for the project.

Sincerely,
Mt. Fish Wildlife & Parks

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THOMAS, DEAN & HOSKINS
MAY 16 1994
Hwy. Struct. Municipal
Job No.

MASTER
FILE
COPY

Montana Department of Transportation
Helena, Montana 59620-1001

FWB
BK

Memorandum

To: Doug Morgan, P.E.
Consultant Design Engineer

From: Edrie L. Vinson, Chief
Environmental & Hazardous Waste Bureau

Edrie Vinson
by
S. Steinberg

Date: September 9, 1993

Subject: STPS 515-1(1)2
Plentywood - Southwest
Control No. 2132

The Scope of Work for this project has been reviewed. John Rice with the City of Plentywood's landfill has informed us that their asbestos pile is clear from the construction limits of this project. There is no concern for encountering hazardous materials near the landfill boundary.

After reviewing the rest of the project, it is in our best judgement to conclude that the Department will not be encountering any hazardous materials in the construction of this project.

ELV:TAO

cc: Donald J. Lovely, P.E.
District Engineer-Glendive
Karl Helvik
File

Copy to Consultant
9-20-93 FWB

10-13-94: ADDENDUM TO CULTURAL RESOURCES REPORT, PLENTYWOOD SW STPP 515-1 (1) 2

GCM Services revisited Big Muddy Creek Overlook Site (24SH889) on Oct 11, 1993, perform further subsurface testing to determine the extent of the site area. Two 1 x 1 x.20 meter test pits were excavated. The northwest corner of Test Number 1 is located 40 meters at 190° from Datum, on the north side of the existing Mann Road. Test No 2 is located 98 meters at 350° , on the south side of Mann Road, next to a control point stake.

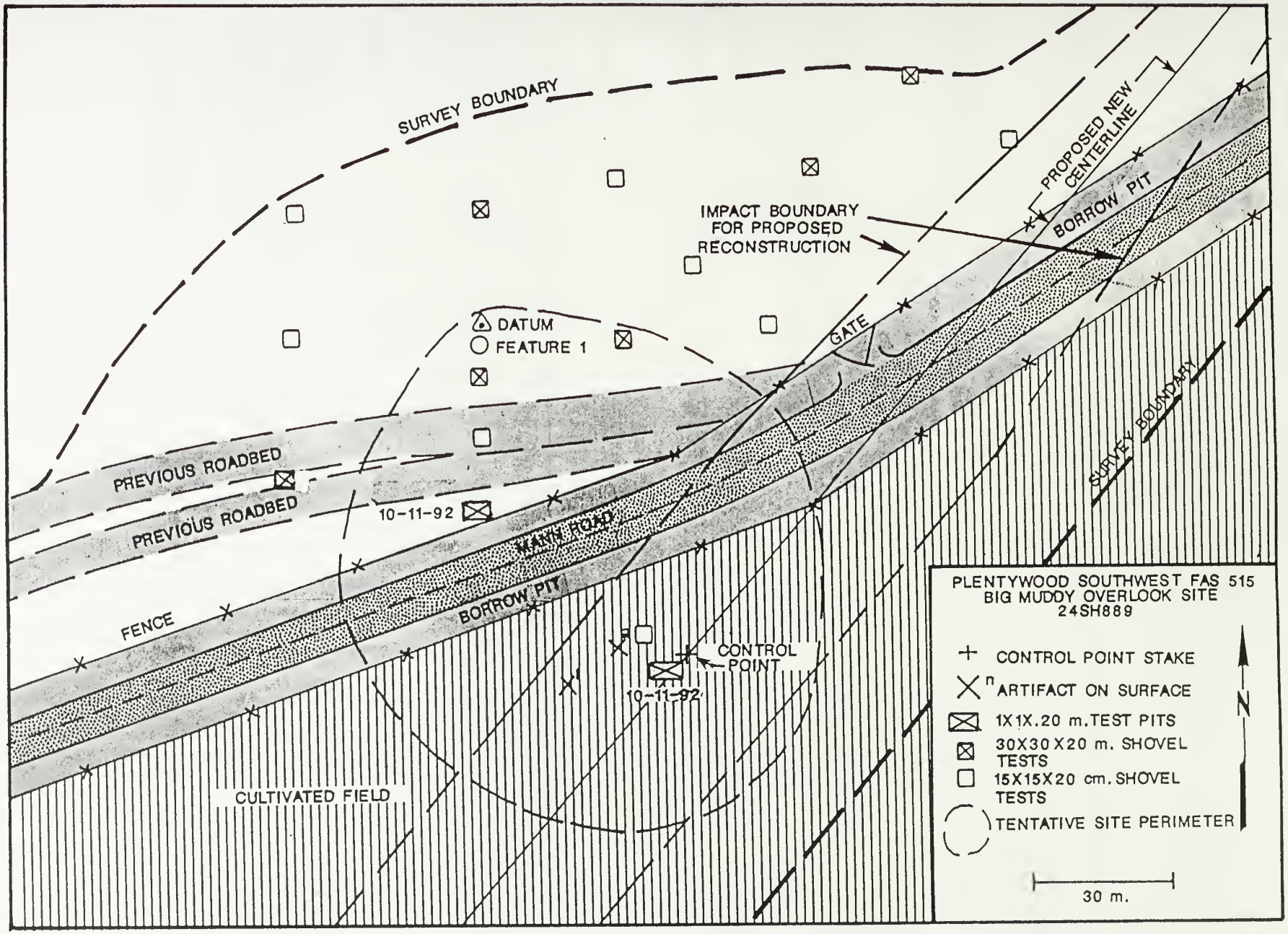
Test No. 1: 0-15 cm below surface consists of brown silty loam with small pebbles; 15-20 cm below surface consists of light yellow brown silty loam. No cultural material was found in Test No. 1.

Test No. 2: 0-18 cm below surface consists of brown silty loam with small pebbles; 18-20 cm below surface consists of light yellow brown silty loam. The plow zone is approximately 16 cm deep in the cultivated field. No cultural material was found in Test No. 2.

The portion of the site on the south side of Mann Road (a grain field) was reinvestigated because of the location of the proposed impact. This part of the site was initially defined by a scatter of artifacts including a crude biface, debitage, fire-cracked rock (FCR), and rapidly cooled quartzite cobble fragments. This portion was fallow during the initial survey, but was stubble during the 10-11-19 investigation. The only artifacts observed at this time were a piece of quartzite FCR (X') and a "core" chunk of agate from which flakes had been removed (see site map). It is concluded that the cultural material in the site are within the top 15 cm of soil, based upon the situation of hearth feature 1, and the distinct soil color and texture change from 15 to 20 cm below surface. Typical grain cultivation requires annual pre-seeding plowing, followed by discing, harrowing, and seeding. Each of these processes impacts the soil. Harrowing, in particular, can significantly displace small stones (i.e., FCR and other artifacts). In addition, post-harvest plowing is often conducted in a dryland farming operation. Plowing disturbs the top six to eight inches (15-20 cm) of the soil. Over several seasons significant disturbance of artifacts and features would undoubtedly occur to materials within the plow zone. Therefore, it is concluded that the cultural materials in the cultivated field lack sufficient contextual integrity to provide useful information about the sites occupation or the activities which occurred there.

North of Mann road lie two previously used roadbeds, remnants of earlier routes of the county road. These include small borrow pits and represent past disturbances to the site. The location of these is illustrated on the revised site map. Based upon the investigation of 10-11-93 it appears that the area north of these old road beds (approximately 20 meters south of Datum) is the only intact and potentially significant portion of this site. The area south of the old road bed has been previously impacted and should be considered a non-contributing portion of a potentially significant site (see revised site map).

As a result of these investigations, it is recommended that the portion of the site north of the the old road bed (a point approximately 20 m south of Datum) be considered potentially significant, and that the area south of this point be considered a non-contributing portion of the site due to previous impacts and the loss of contextual integrity. It is recommended that the proposed road reconstruction will have no adverse effect on this resource.


SURVEY BOUNDARY
PROPOSED NEW CENTERLINE
BORROW PIT
IMPACT BOUNDARY FOR PROPOSED RECONSTRUCTION
DATUM
FEATURE 1
GATE
PREVIOUS ROADBED
PREVIOUS ROADBED
10-11-92
MAIN ROAD
BORROW PIT
FENCE
CONTROL POINT
10-11-92
CULTIVATED FIELD
SURVEY BOUNDARY
PLENTYWOOD SOUTHWEST FAS 515
BIG MUDDY OVERLOOK SITE
24SH889
CONTROL POINT STAKE
ARTIFACT ON SURFACE
1X1X.20 m. TEST PITS
30X30X20 m. SHOVEL TESTS
15X15X20 cm. SHOVEL TESTS
TENTATIVE SITE PERIMETER
N
30 m.

State Historic Preservation Office
Montana Historical Society
1410 8th Avenue • PO Box 201202 • Helena, MT 59620-1202 • (406) 444-7715

MASTER FILE COPY

November 5, 1993

RECEIVED
THOMAS, DEAN & HOSKINS
APR 18 1994
Hwy. Struct. Municipal
Job No.

Steve Platt
Environmental and Hazardous Waste
Montana Department of Transportation
2701 Prospect Avenue
Helena, MT 59620

RE: Plentywood Southwest, Stpp 515-1(1)2, Control 2132

Dear Steve:

Thank you for the opportunity to comment on the cultural resource inventory report for the above cited project. We concur with the archaeologist's methods and results. We concur that 24SH889 and 24SA890 are not eligible for the National Register of Historic Places. We agree that an eligibility determination for 24SA888 is not required at this time as it is located outside the area of any potential effect.

Thank you for consulting with us.

Sincerely,

Stan Wilmoth

Stan Wilmoth, Ph.D.
Archaeologist

File: MDOT/1993

APPENDIX C

MONTANA DEPARTMENT OF TRANSPORTATION

Biological Resources Report

PLENTYWOOD - SOUTHWEST
PROJECT STPS 515-1(1)2

Prepared By

Les R. Reichelt, Biologist
312 Juniper Avenue
Glendive, Montana 59330
406-365-6414

Prepared For

Thomas, Dean, and Hoskins Inc.
1200 Twenty-Fifth Street South
Great Falls, Montana 59405

May 12, 1993

EXECUTIVE SUMMARY. The proposed project entails 8.05 km (5.0 miles) of road reconstruction involving flattening some horizontal and vertical curves and some steep grades to meet current highway standards. The new alignment will follow the existing tangent sections as much as possible to minimize acquisition of farmland. The new centerline will need to be offset from the existing centerline on some tangents to minimize utility moves. The comparative costs for different pavement widths will be looked at but the new pavement will be at least 7.93 m (26 feet) wide. There are no bridges on this project. The existing approach and mainline pipes will be replaced with new pipes. The new roadway will require the standard 36.58 m (120 feet) of right-of-way for secondary projects. There is no existing right-of-way on this section of road, so entirely new right-of-way will need to be acquired. No adverse impacts to the general biological resources in the vicinity are anticipated from the reconstruction activities. There are no wetlands on this project. Based on correspondence with various natural resource agencies, the results of the reconnaissance field survey, and the location of the project, it is the determination of this report that the proposed action is a "no effect" for the bald eagle, the peregrine falcon, the black-footed ferret, and the whooping crane or any of their critical habitat.